

The Hongkong Telegraph.

No. 173.

MONDAY, AUGUST 14, 1882.

FIVE DOLLARS
PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

HAVE RECEIVED EX LATE ARRIVALS.

ICE CHESTS & ICE CREAM FREEZERS.

POCKET KNIVES, RAZORS & SCISSORS.

**BLOCKS, CANVAS, BRUSHES, PAINTS,
OILS, VARNISH AND OTHER
ARTISTS' SUNDRIES.**

**THE NEW NET UNDERSHIRTS
FOR WEAR IN THE TROPICS FROM
\$5 PER DOZEN.**

**TEA TASTERS' SCALES AND TIME
GLASSES.**

LADIES' BATHING DRESSES.

GENTLEMEN'S BATHING DRESSES.

GENUINE MALTESE CIGARETTES

IN TIN FOIL BUNDLES.

LANE, CRAWFORD & Co.

Hongkong, 19th July, 1882. [296]

Insurances.

**THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.**

ARNHOLD, KARBURG & CO.

Hongkong, 15th June, 1881.

**RECORD OF AMERICAN AND FOREIGN
SHIPPING.**

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1881. [457]

NOTICE.

**THE MAN ON INSURANCE COMPANY,
LIMITED.**

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS AT CURRENT RATES ON GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [81]

**YANGTSE INSURANCE
ASSOCIATION.**

CAPITAL (Fully Paid-up).....Tls. 420,000.00

PERMANENT RESERVE.....Tls. 230,000.00

SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL AND
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE K. FORBES, Esq., Chairman.

J. H. PINKVOSS, Esq., Wm. MEYERINK, Esq.,

A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.,

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARNES BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all

parts of the world, at a charge of 12 per cent. for interest

on Shareholders' Capital, all the PROFITS of the

Underwriting BUSINESS are annually dis-

tributed among all Contributors of Business (whether

Shareholders or not) in proportion to the

premium paid by them.

RUSSELL & Co.,

Agents.

Hongkong, 13th May, 1882. [53]

**THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.**

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned having been appointed

Agents for the above Company, are prepared to

ACCEPT FIRE AND MARINE RISKS at Current

Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [164]

**THE CITY OF LONDON FIRE INSURANCE
COMPANY, LIMITED.**

CAPITAL £2,000,000; PAID-UP.....£200,000

PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [165]

**INTERNATIONAL NOVELTY
COMPANY.**

KOOLANGSOO, AMOY (CHINA)

(CLOSE TO THE UNION CHAPLAIN.)

**IMPORTERS OF EUROPEAN
AND
AMERICAN NOVELTIES,
CONSISTING OF—
TRAVELLING BAGS, FANCY ARTICLES,
TRAVELLING TRUNKS, LADIES'
WORK BOXES, PENCIL CASES,
WATCHES, JEWELLERY,
CUTLERY, STATIONERY,
ELECTRO-PLATED
GOODS,
&c., &c., &c.**

EMILE PFANKUCHEN.

Amoy, 25th July, 1882. [527]

Auctions.

PUBLIC AUCTION.

**THE Undersigned has received instructions
from the MORTGAGEE to offer for Sale by
Public Auction, on**

THURSDAY,

the 17th August, 1882, at Two O'CLOCK P.M.,

at the Premises,

**A VALUABLE LEASEHOLD
PROPERTY**

Comprising

ALL that PIECE or PARCEL of GROUND

situate in Queen's Road East, Victoria,

Hongkong, abutting on the North side thereof

on the Queen's Road and measuring thereon

175 feet or thereabouts, on the South side

thereof on Ground now or formerly in the

possession of Government and measuring

thereon 175 feet, on the East side thereof on

Inland Lot No. 37, and measuring thereon

220 feet, on the West side thereof on

Inland Lot No. 35, and measuring thereon

220 feet, which said PIECE of GROUND is

Registered in the Land Office as INLAND

LOT No. 74. Together with the 48 MES-

SUAGES thereon for the residue of a term

of 75 years and for the further term of 924

years.

THE Property will be offered for Sale in 48 Lots

and will be Sold subject to the respective

lettings and tenancies thereof and to the

Crown Rent and Covenants payable and to

be performed thereon.

For Further Particulars and Conditions of

Sale, apply to

BREKRETON & WOTTON,

Solicitors for the Mortgagee,

Hongkong.

or to

J. M. GUEDES,

Auctioneer,

Hongkong, 11th August, 1882. [524]

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction, on

FRIDAY,

the 18th day of August, 1882, at 3 P.M., on the

Premises,

By ORDER OF THE MORTGAGEE,

ALL that PIECE or PARCEL of GROUND,

Registered in the LAND OFFICE as the

REMAINING PORTION OF INLAND LOT

No. 66, measuring on the North and South

sides 100 feet, East and West sides 50 feet.

Together with the HOUSE No. 118, in

Queen's Road West.

For Further Particulars and Conditions of

Sale, apply to

J. M. GUEDES,

Auctioneer,

Hongkong, 8th August, 1882. [557]

PUBLIC AUCTION.

THE Undersigned has received instructions

from the MORTGAGEE to offer for Sale by

Public Auction, on

THURSDAY,

the 24th August, 1882, at Two O'CLOCK P.M.,

at the Premises,

**A VALUABLE LEASEHOLD
PROPERTY**

Comprising

ALL that PIECE or PARCEL of GROUND

situate in Staunton Street, Victoria, Hong-

kong, abutting on the North and East side

thereof on Staunton Street, and measuring

thereon 130 feet or thereabouts, on the South

West side thereof on other Portion of the

said Lot and measuring thereon 132 feet or

thereabouts, on the North West side thereof

on Sin Weng Street, and measuring thereon

205 feet or thereabouts, and on the South

East side thereof on Inland Lot No. 94

and measuring thereon 205 feet or there-

abouts, which said PIECE or PARCEL of

GROUND is Registered in the LAND

OFFICE as SECTION A of INLAND LOT

No. 17. Together with the 42 MES-

SUAGES thereon for the residue of a term of

994 years.

THE Property will be offered for Sale in 42

Lots and will be Sold subject to the

Intimations.

SAYLE & CO.'S SHOWROOMS.

JUST LANDED DIRECT FROM PARIS.

SAYLE & CO.

ARE SHOWING IN THEIR

MILLINERY DEPARTMENT.

A CASE OF LADIES' PARISIAN TRIMMED HATS.

A CASE OF BOYS AND GIRLS STRAW HATS.

LACE DEPARTMENT.

A LARGE VARIETY OF ALCONON, BRODERIE, VENICE,

SPANISH AND FRENCH LACES.

DRESS DEPARTMENT.

SPECIALITIES IN CREAM DRESS MATERIALS AND NEEDLEWORKS TO MATCH.

NEW SHADES IN SURAT SILKS, BOOTS AND SHOES, PERFUMERY, &c. &c.

A LIBERAL DISCOUNT FOR CASH.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 22nd June, 1882. [679]

ROSE & CO.

31 AND 33, QUEEN'S ROAD.

DRESS GOODS DEPARTMENT.

PLAIN, PRINTED AND BROCADED SATEENS.

THE New French Satin LISSE in Fancy and Plain to contrast for Costuming, exquisite, light,

and Fashionable Material for this Season.

ZEPHYR CLOTHS IN LATEST STYLES OF PATTERN.

These Goods are recommended specially for their extreme lightness and durability

of Colour, for Washing Costumes they are Unequalled.

MILLINERY DEPARTMENT.

WE HAVE JUST OPENED A CHOICE VARIETY OF

LADIES' STRAW HATS, MILLINERY TRIMMINGS, FLOWERS, FEATHERS,

RIBBONS AND THE LATEST NOVELTIES IN FANCY SILKS.

SPECIALLY ADAPTED FOR MILLINERY PURPOSES.

LACES AND TRIMMINGS.

BLACK, WHITE, CREAM, BEADED AND OTHER LACES,

IN LARGE VARIETY.

BEADED AND JET TRIMMINGS,

SUNSHADES, UMBRELLAS, FANS,

LADIES' GENTLEMEN'S, AND CHILDREN'S HOSIERY,

GENTLEMEN'S SHIRTS, UNDERSHIRTS, COLLARS,

&c., &c., &c.

THE NEW WATERPROOF EVERGREEN, COLLARS AND CUFFS.

TRAVELLING TRUNKS AND GLADSTONE BAGS,

JUST RECEIVED.

GENTS' 2 BUTTON AND LADIES' 2, 4, 6, AND 8 BUTTON PARIS KID GLOVES,

IN TINS OF THREE PAIRS ASSORTED COLOURS.

Our Millinery and Dressmaking Departments are now under the able Management of experienced

Assistants, we are therefore prepared to execute in the most elegant style and at reasonable

rates any orders that may be placed under our care.

A CONSIGNMENT OF MUSIC AND BOOKS.

DISCOUNT FOR CASH PAYMENT

ROSE AND COMPANY,

31 AND 33, QUEEN'S ROAD.

Hongkong, 25th July, 1882. [379]

ECA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "TRAQUADY" AND OTHER LATEST ARRIVALS.

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS,

COMPRISING:

Ladies Richly Trimmed Pongee Silk Costumes, Satin, Linen, and Cambric Costumes,

Ready-made Dresses, Lace and Silk Fichus, Cravats, Dressing Gowns, Fine Silk

Hose, Embroidered Silk and Ivory Fans, &c., &c., &c.

Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer

Tweeds in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord

for Vests, Canvas Shoes, Silk Umbrellas, Gentlemen's and Ladies' Parisian

Boots and Shoes in great variety &c., &c., &c.

Oriza's and Pinaud's Perfumery in Great Variety, Vienna Cigar and Cigarette

Cases, Visiting Card Cases, Portmonnaies, Albums, Needle Cases,

Needles, Ladies Work Boxes,

ALSO

A GREAT VARIETY OF FRENCH SCIENTIFIC BOOKS AND NOVELS.

&c., &c., &c.

ECA DA SILVA & Co.,

48, QUEEN'S ROAD CENTRAL.

Hongkong, June 5th, 1882. [432]

Intimations.

G. FALCONER & CO.

WATCH AND CHRONOMETER

MANUFACTURERS

AND

JEWELLERS.

NAUTICAL INSTRUMENTS,

CHARTS AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL. [434]

WILLIAM SCHMIDT & CO.

GUNMAKERS & AMMUNITION

DEALERS,

BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of

every description.

Arms Repaired, Cleaned, or Converted at

moderate charges.

Sporting Guns and Ammunition always

on hand.

DE SOUZA & CO.

PRINTERS, STATIONERS, AND

BOOKBINDERS.

D'AGUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH

Intimations.

A. S. WATSON & CO.
SUMMER REQUISITES.
PRICKLY HEAT LOTION.

CARBOLIC SOAPS.

BATH BRUSHES AND GLOVES.

CARBOLIC DISINFECTANTS.

SELTZOGENESE.

EYE PROTECTORS.

E A R P L U G S.

FOR USE IN BATHING.

FRUIT SYRUPS.

VIN-SANTE.

FELLOW'S SYRUP.

OSGOOD'S INDIAN CHOLAGOUE,
&c., &c., &c.

A. S. WATSON & Co.,
CHEMISTS, DRUGGISTS
AND
AERATED WATERS

HONGKONG DISPENSARY,
HONGKONG.
ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 14, 1882.

It is a wonderful circumstance, and one which cannot be deplored too much, that the *China Mail* will persist in making stupid blunders, and gross misrepresentations in everything that in the slightest degree concerns Governor HENNESSY. However unpopular His Excellency may be with a certain section of the community, we feel assured that, outside the clique of which the *China Mail* is the willing tool, there is not a man in the Colony who does not wish our absent ruler to be honestly dealt with, to receive an Englishman's boasted privilege—fair play. Our contemporary's ideas of political honesty and fair play are of that character which can be best described by the word—unique. We imagined that Saturday's exposure would deter the special organ of the East Point malcontents from—for a time at least—venturing to run the gauntlet of public criticism in its scandalous and abusive campaign against the Governor. And we reckoned without our host, as the *China Mail* of that date is again the plausible apostle of vile insinuations, and the barefaced advocate of servile sycophancy, and deliberate misrepresentation. Before going further, we wish it to be distinctly understood that we are not in the slightest degree undervaluing the administration of Mr. MARSH. So far as we are in a position to judge, His Excellency seems to be doing his duty conscientiously and to the general satisfaction of the community. There are certain matters of detail in connection with the Estimates with which we do not at all coincide, but it would be both injurious and hypercritical to harshly review mere minor matters of detail in a statement which is so generally satisfactory. The document entitled "Notes accompanying Draft Estimates for 1883," which our contemporary considers of so much importance, may possibly possess some interest for the public, although, as it only deals with departmental details which, so far as we can see, can have no possible concern excepting for those immediately interested, we are unable to see the necessity for, or the merits of, this "new feature." The public does not care three straws to know who the Administrator may, or may not, consider entitled to increased salaries, and we really think that such trivial matters of detail might be advantageously kept within the various departments concerned. However, we are ready to admit that this rough draft, if not likely to do any good, can scarcely effect much harm under ordinary circumstances.

although in the present instance it has led the *China Mail* into, what is termed in racing parlance, "extreme difficulties."

Says our contemporary:—"One amongst many of the explanatory Notes appended to the various items may be given as an illustration. Concerning a proposed increase of salaries for assistant-turnkeys in Gaol, for which petitions had been presented, the Administrator asks, 'What is meant by the statement that these men are not on the same footing as Chinese turnkeys?' To which is given the following reply, signed by 'Geo. Hayward, Acting Superintendent Victoria Gaol':—'When Sir J. POPE HENNESSY appointed the four Chinese Turnkeys to the Gaol Staff in 1877, their salaries were fixed at \$36 per mensem, although at the time of their appointment, several Assistant Turnkeys had served 5 or 6 years and were only drawing salaries of \$25 and \$30 per mensem; consequently these latter have felt aggrieved and ill-used ever since.' From which it would appear that Chinese turnkeys have been for years receiving a larger salary than Europeans who had been, in 1877, five or six years in the service. The European had certainly reasonable ground for feeling aggrieved. But what we purpose chiefly to note is this, that under previous administrations this bit of information—'together with much more—would not have been given to the public. The public are therefore to be congratulated upon this improved system of publicity.' We direct particular attention to the lines we have italicised, and we wish it to be distinctly understood that every word in these lines, which insinuate the very serious charge against Sir JOHN POPE HENNESSY—our so-called pro-Chinese Governor—that he placed some of his Chinese 'pets' as turnkeys in Victoria Gaol at a larger salary than was being paid Europeans who had been in the service five or six years before 1877, is a gross, scandalous, and perverse falsehood. The salaries of the European turnkeys in Victoria Gaol range from forty dollars per month upwards, as every person who knows anything whatever of the matter, must be perfectly well aware. There is no European turnkey in the entire establishment who receives, as the *China Mail* so confidently asserts, from twenty-five to thirty dollars per mensem; the lowest pay drawn by a European is, we are assured, forty dollars. It must have been apparent to everybody in Hongkong—our evening contemporary alone excepted—that the assistant turnkeys referred to in Mr. HAYWARD'S application, and His Excellency the Administrator's minute, are the Indians and Macao men, who were engaged when the pay was considerably smaller all round than it has been for some years past. A reference to the financial records of the Gaol will quickly set this point at rest. Need we say more? We think not! The exposure is complete and crushing. We venture to hope, however, that His Excellency will see his way to recommend that the increase solicited by the under turnkeys be granted. It appears to us that the whole of the staff of Victoria Gaol are miserably underpaid, considering the trying, arduous, and unpleasant character of their duties.

We regret to hear that the differences between the Members of the Club Lusitano and Mr. Consul General LOUREIRO are likely to be settled in the law courts. Legal proceedings in an affair of this kind can afford satisfaction to neither party. It will of course prove a rare harvest for the gentlemen of the long robe, and bring nothing but Dead Sea fruit to all else concerned. We will not speculate as to the probable result of the legal proceedings; but we would ask what satisfaction Mr. LOUREIRO can possibly obtain even if he succeeds in getting an injunction to restrain the Club Committee from enforcing the decision arrived at by a general meeting of the members, or from publishing the same? Presuming that the decision of the Judges of the Supreme Court reinstated Mr. LOUREIRO in his membership, that gentleman's self respect, in the face of the adverse vote of the members of the Club, whether legally or illegally obtained makes no difference whatever—would doubtless impel him to resign at once. Practically he has already been expelled; and a legal decision can in no possible way alter the fact that the members of the Club Lusitano have, beyond all doubt, plainly demonstrated that they consider Mr. LOUREIRO an undesirable person to have on the roll of members. There can be no moral advantage gained by acquiring the right to resign membership, when it is on record that expulsion had, as a matter of fact, already been practically effected. That Mr. LOUREIRO gave cause of offence to his countrymen is undoubted, and we cannot but consider it a great pity that he did not in manly fashion express his regret for what may possibly have been nothing more than a grievous error of judgment. We have good reasons for believing that a frank expression of regret would have removed all obstacles now

standing in the way of Mr. LOUREIRO'S reinstatement as a member of the Club, and we cannot but think that the Portuguese Consul General would have best consulted his dignity and position by making the slight concession we have indicated to the gentlemen whom he had insulted. There is still time for Mr. LOUREIRO to make the *amende honorable*, and we think he will be badly advised unless he avails himself of the opportunity.

We understand that Mr. LOUREIRO has retained the services of the Attorney-General (the Hon. E. L. O'MALLEY) and Mr. J. J. FRANCIS; and it is rumoured that the Committee of the Club Lusitano intend committing their case to the experienced guidance of Mr. DRYMOND, barrister at law, of Shanghai. A meeting of the Members of the Club will be held this evening to review the situation.

LOCAL AND GENERAL.

A REGULAR Lodge of St. John, No. 618, S.C., will be held at Freemasons' Hall, Zetland Street, this evening, the 14th instant, at 8 for 8.30 precisely.

We are informed by the agent of the P. & O. Co. that the *Pekin*, with the next English mail, left Singapore for Hongkong on Friday, the 11th inst., at 5 p.m.

It is officially announced that Mr. William Meredith Deane, having reported his return to the Colony, resumed his duties as Captain Superintendent of Police, on the 11th instant.

THE *Nagasaki Express* hears that the British barque *Empress*, on her way from Shanghai to Kuchino, a few days ago, got foul of the rocks off Kuchino Point, sustaining considerable damage to her copper and losing one of her anchors.

SAYS the *Nagasaki Express*:—"We hear H.M.S. *Champion* or *Cleopatra* is shortly expected, and in view of the Korean trouble, we should not be surprised to see the whole of the British cruising squadron assemble here. The *Iron Duke* comes to be docked next month.

WE hear from Amoy that the steamship *Albany* arrived at that port on the 11th inst. with the Siamese brig *Foochow*, which she had picked up disabled at the Pescador Islands, in tow. The *Foochow* was totally dismantled in the typhoon which occurred about the 5th inst.

THE *Esmeralda* undocked at Aberdeen yesterday, and the *Altonager* will undock this afternoon. The *Japan* came out of Kowloon Dock to-day, the *Hakuro* filling the vacancy. The *Nelle* also came out of the Cosmopolitan Dock to-day, the schooner *Boatrice* taking her place.

THE German barque *Ame Dorothea*, which vessel left Kobe on the 21st ult., bound to Chefoo in ballast, came to grief in the Inland Sea shortly after leaving port, as she was passed on the 23rd stranded on a shoal to the north of Takami, in a very critical position.—*Rising Sun*.

WE observe from the *Rising Sun* that the steamer *Gulf of Panama* arrived at Nagasaki from Hongkong on Wednesday last, the 3rd inst., having experienced a very rough passage extending over seven days. After coaling, she left again on Thursday evening, bound to Shimonsaki to load Government rice for Europe.

A FINE of a dollar or four days' was imposed on a chair coolie at the Police Court this morning, for being drunk and disorderly in Hollywood Road at 7 p.m. yesterday. Constable Savers found a large crowd collected around the street obstructionist, who refused to move on, and boldly challenged the constable to arrest him. Cheerfully accepting the challenge, Savers promptly collared the chair coolie and ran him in.

NOTICE is given in the *Gazette* that His Excellency in Executive Council has selected and appointed the site hereinafter described as a Cemetery or Place of burial for Chinese Christians, under the provisions of Ordinance 12 of 1856, namely, the site on the Eastern slope of the Shikukin Hills, on a contour line about 300 feet above the level of the sea, marked by four boundary stones and measuring on the North thereof 200 feet, on the South thereof 200 feet, on the East thereof 400 feet, and on the West thereof 400 feet, and bounded on the four sides thereof by Crown Land.

WE are courteously informed by the agents, Messrs. Simms and Co. that intelligence has been received that the steamer *Hongkong* has been lost in the Haitian Straits in lat. 25.40 N. and long. 119.40 E. The steamer is stranded in about 6 fathoms of water. The Captain of the *Hongkong* went from Foochow to Amoy in the *Bellerophon* to obtain a gunboat to protect the wreck, and has left Amoy for the wreck in a man-of-war vessel. Arrangements have been made with Mr. Ray, the owner of the *Spartan*, for the salvage of the cargo. The *Spartan* will start for the wreck to-day, and will be towed up by the *Peking*. The passengers and crew of the *Hongkong* went on to Shanghai.

WE are very glad to note that His Excellency the Administrator has been pleased to issue a Commission to the following gentlemen to prepare and report upon Drafts for a revised edition of the Ordinances, and for amendments of the same, incorporating the results of such recent Imperial legislation as appears applicable to the circumstances of the Colony, and providing for improved procedure in the administration of Justice:—The Hon. Sir George Phillippe, Chief Justice; the Hon. Frederick Stewart, Acting Colonial Secretary; the Hon. Edward Loughlin O'Malley, Attorney General; the Hon. James Russell, Registrar General and Treasurer; Mr. Edward James Ackroyd, Registrar of the Supreme Court; Mr. Ernest Mackean, Barrister at Law; Mr. Alfred Bulmer Johnson, Attorney at Law.

WE note from the Shanghai papers that the last performance of Chiarini's Circus in the Model Settlement was to be given last Saturday night. The company will proceed to Amoy by first available steamer, and after a short stay at that port will once more pitch their tents at Bowington, East Point, where we have no doubt they will be extensively patronised. Mr. Gilbert Sarnoy, a member of the "Tourists" has joined Signor Chiarini in the capacity of clown.

MR. James Boyd, Senior Clerk in the Commissioner and Transport Department, proceeds to Singapore this evening by the steamship *Bellerophon*, en route to British North Borneo to take up the duties of sub-accountant in charge of the Treasury at Sandakan. This, we believe, is the first appointment made from Hongkong by the British North Borneo Company. A wide field of enterprise will doubtless be open ere long in the "land of perpetual summer" for aspiring young men.

THE German barque *Ima*, which arrived at Amoy on the morning of the 9th instant from Chefoo, reports:—Had a strong gale from the Northward on the 3rd August, being in 33° North and 124° East, lasting about 12 hours, with low barometer and tremendously high sea from the Southeast. The following day the glass was very low; on the 5th had a gale from the North-west, which gradually abated on the following night. Passed the Norwegian barque *Kwik* on the 6th in 27° N. and 123° 40' East.

THE paragraph in the *China Mail* of the 10th instant on the subject of the Canton-Hongkong Telegraph project has not escaped our notice. An article on the subject is already in type, and will probably appear in our next issue. An interesting chapter on Hunan, Cant, and Hypocrisy—promised our readers some considerable time since—will be published as soon as we can spare sufficient space. It is only fair that the valuable views of a virtuous paper like our evening contemporary, on the Law of Libel, should be critically and impartially treated.

MR. THOMAS GREY, who for some time past has been acting as Deputy Superintendent of Police, proceeds home by the steamship *Bellerophon* on seven months leave of absence. Mr. Grey has now completed fifteen years service, and this will be his first visit to the old country since he went home on duty and returned with a strong detachment of long-legged Scotchmen for the force, eleven years ago. The Chinese members of the Police have shown their respect for the worthy Inspector by presenting him with an elaborately embroidered flag, whilst the Indian contingent have come to the front with a handsome silver tankard. We heartily wish Mr. Grey a pleasant voyage.

THE steamer *Fokien* which arrived here this morning (August 7th) from Tamsui reports:—A typhoon passed over North Formosa on the 31st ultimo. At Keelung little or no damage was done, but the Tamsui district suffered severely; besides many houses unroofed, crops destroyed and cattle drowned, the loss of human life has been considerable. For some weeks previous the drought had been so much felt in the neighbourhood that the authorities, to propitiate their rain god, had prohibited the slaughtering of cattle, pigs, &c., but on the 31st ultimo the windows of heaven were opened, and on the face of the earth the waters prevailed exceedingly. At Tamsui the Customs rain gauge registered a fall of 10 inches in 24 hours, and at Keelung 7 inches in the same time. The lowest reading of the barometer was 29.16. The steamship *Killarney* put into Keelung on the 2nd instant.—*Amoy Gazette*.

A SHORT time ago we announced that the Silver Cup presented to the officers of the Inniskillings by the Stewards and Members of the Hongkong Race Fund, had been forwarded to Singapore, where the regiment is now stationed. That it has safely reached its destination may be gathered from the following letter addressed by Colonel Geddes to the Clerk of the Course:—To H. J. H. Tripp, Esq., Clerk of the Course, Hongkong:—Singapore, 2nd August, 1882.—Sir,—In the name of the officers, 1st Battalion Royal Inniskilling Fusiliers, I beg you will convey to the Stewards and Members of the Hongkong Race Fund, our most grateful thanks for the very handsome cup which they have presented to us, and also for the flattering encomium contained in the inscription thereon. We heartily reciprocate their kind wishes for success in our future career, and trust that the Hongkong Race Meetings may always be as enjoyable as the Inniskillings found them during their sojourn there. The cup will ever be treasured by us as a memento of the kindly feelings which made our stay in the island so pleasant.—Believe me, yours most faithfully,—A. D. Geddes, Lieut.-Col. 1st Battalion Royal Inniskilling Fusiliers.

IN writing the other day on the difference between the Portuguese language as spoken in Europe, and the *patois* of the Macaenses, we made some reference to the difficulty which the present Chief Justice of Macao experienced in comprehending the proceedings in Court on his first arrival in Macao. It appears that we must have misunderstood Dr. D'Oliveira so far as the Macao lawyers are concerned, as the members of the bar, or at least the majority of them, were educated at Goa, and of course would speak the language, intelligibly, if not with purity. This does not in any way affect our contention; but in fairness to the Macao bar we are bound to point out the inaccuracy. Dr. D'Oliveira tells us that it was so impossible for him to understand the depositions and statements of witnesses, &c., that he was glad to avail himself of the services of an interpreter until he became acquainted with the peculiar dialect of the city. His Lordship very courteously attributes the slight inaccuracy regarding the lawyers to a misunderstanding—due to his imperfect knowledge of English; but we consider it more likely that the error is on our side, as the Chief Justice speaks English with singular grammatical correctness, although with the difference usually seen amongst educated foreigners who have not mixed much in English society.

NEWSPAPER Editors in Australia—or at least in some portions of that continent—have a very unceremonious way of dealing with objections. The *Bulletin* tells a capital anecdote concerning a well-known public character who, feeling aggrieved at some editorial comments, waited on the editor with the intention of taking the law into his own hands, but finally got much the worst of the encounter. It seems that Norman Taylor, of Victorian geological celebrity, who is now in the Charters Towers *Northern Miner* in reference to him, and interviewed the editor, the redoubtable Thaddeus O'Kane. Having scathingly glanced at the time-worn scenarion and contemptuously addressed him, the disciple of the author of "Footprints of the Creator" stepped into the foot-prints of the Devil and smacked the newspaper man across the face with a copy of his own publication, whereat the Kerry blood in the old man boiled, "and he went for that" civilised geologist. Having succeeded in flooring his man, Thaddeus grasped his blackthorn, and blows fell thick and fast on the body of the unfortunate Norman, who beat a hasty retreat from the premises of the *Miner*, and left his grisly enemy in proud possession of the situation. Thady says this is the proper way to keep clear of the libel laws.

SAYS the *Sportsman*:—"Introducing reforms into China is something like trying to drive a wedge of willow into a chunk of granite. Still, continuous dropping will wear away the hardest stone, and some slight impression has at last been made upon the sons of the Flowery Land. They have recently allowed a line of telegraph wires to be carried half-way across their Empire, and they are now landing railway rolling stock upon the what at Fientsin. Great hostility has been shown by the natives to those advances of Western civilisation, and it is only by the protection afforded by the authorities that the wire can be retained, as the natives look upon it as being an insult to the sun, and a deadly offence to the moon. Still, it is a great thing to get the Government on the side of progress. We learn that an Imperial decree has just been issued, instituting a new decoration, to be called the 'Schwang Lang Poon Sing, or Precious Star of the Double Dragon.' The holder of this valuable trophy is happily not compelled to wear a brace of buttons on the top of his head nor a particular jacket, as is the case with Celestial gentlemen who may obtain titles of honour. After this, civilisation may be expected to make rapid progress in China, where in the course of a few years pickpockets, brief-snatchers, promoters of public companies, and Thames Embankment roughs may be expected to shower down as blessings from above upon the fortunate inhabitants.

A CHAIR coolie in the employment of Dr. A. S. Gomes was charged before Mr. Wodehouse this morning with stealing a letter, the property of his master.—Dr. Gomes, while standing in the verandah of his house in Wyndham Street, about 2 p.m. on Saturday, saw the prisoner pass with a letter in his hand. At first he thought the letter was for himself, but seeing the chair coolie pass without coming in, he called to him, when he hesitated, evincing a reluctance to enter the house. The Doctor, however, kept on calling to him, and eventually the chair coolie went in. He denied having any letter in his possession, but being pressed, he said it was one he (Dr. Gomes) had written to Dr. Marques, and that he had delivered it. Being further pressed, he produced the cover, containing the bill which was produced in Court. The envelope was closed, and bore no traces of having been tampered with, but Dr. Gomes said that the defendant, who had once before, this month, been sent to collect a bill, might easily have guessed that such a document was in the cover. The bill was for 39 and was receipted by Dr. Gomes, who had left it on his desk in the office, with others, but never gave the defendant any orders to collect it. The defendant had access to the office, it being his duty to sweep it out.—The chair coolie, in his defence, said that while he was working he picked the letter up from the ground, and put it in his pocket, intending to return it to his master.—He was sentenced to six months' hard labour.

WHEREAS by Section 25 of Ordinance 8 of 1879, it is provided that whenever the Governor in Council has reasonable cause for believing that any country or place is infected with any infectious or contagious disease, he may make such regulations concerning vessels arriving from such country or place as he thinks necessary for preserving the public health of the Colony. And whereas by an Order of the Governor in Council bearing date the 1st day of July, 1882, the residences of Batavia, Cheribon, Probolinggo, Ilozoki, and Danjoma, were declared to be places infected with an infectious disease, viz., Cholera: And whereas it has been made to appear to the Governor in Council that the residence of Batavia is no longer infected, it is hereby ordered that the said Order bearing date the day of July, 1882, shall from this date cease to apply in respect of the residence of Batavia.—And whereas the Governor in Council has reasonable cause for believing that Panay, in the Philippine Islands is a place now infected with an infectious disease, viz., cholera, it is hereby ordered by the Governor in Council as follows:—1.—No boat, except that of the Health Officer of the Port, is to approach within twenty yards of any vessel that is flying the quarantine flag or has been placed in quarantine. 2.—No person shall leave any vessel that is in quarantine without permission of the Health Officer of the Port: neither shall any letters be sent or received except through the Guard Boat employed in the quarantine service. 3.—Vessels arriving from Panay shall immediately on entering the waters of this Colony fly the Quarantine Flag. 4.—No such vessels shall be admitted to pratique until 10 clear days have elapsed since the vessel left any of the said places. 5.—If there has been any case of cholera on board of such vessel the vessel shall not be admitted to pratique until 10 clear days have elapsed since any person suffering from such disease was last on board such vessel.—*Government Gazette*.

THE dead body of a Chinese male adult, aged 21, was found on the beach near Shan-ki-wan on Saturday morning, and was sent to the Civil Hospital. The deceased is said to have been drowned from a small boat which sank in a gale off Shan-ki-wan on the 9th instant. An inquest has been ordered on the body.

DONALD STEWART, of Scotland, a seaman of the steamship *Exeter*, who has already been up twice for being drunk in the public street, was charged again this morning before Captain Thomsen, sitting as Marine Magistrate, with being drunk and disorderly on board his ship yesterday.—The master of the steamer said Stewart was drunk on board at 11 a.m., and when he spoke to him he became insolent.—Admitting the impeachment in its entirety, the fire-water loving Donald was sentenced to forfeit four days' pay.

TOTAL LOSS OF THE STEAMSHIP "HONGKONG."

Our Foochow Correspondent writes on August 10th as follows:—

The steamer *Namoa* arrived at Pagoda Anchorage this afternoon, and brought the news of the wreck of Messrs. Simmsen & Co.'s steamship *Hongkong* on an unknown rock close to the Hailan Simits. The *Hongkong* had a large number of passengers, and a very valuable Canton cargo, also 246 chests of opium, on board. I am glad to say the passengers were all saved, and have been taken on to Shanghai by the Ocean Company's steamer *Agamemnon*. The Chinese are pillaging the cargo, and made no attempt to desist when the *Namoa* appeared on the scene. The *Namoa* attempted to get close to the *Hongkong* but failed, owing to the high sea which was running. Captain Fryer and Mr. Hinton, the chief officer of the ill-fated vessel, came on to Foochow by the *Namoa*. I understand that a Chinese gunboat will leave tomorrow for the scene of the disaster; but I am afraid she will not be able to do much towards preventing the pillaging of the cargo by the Chinese wreckers; in fact, I am inclined to the opinion that the vessel is a total wreck, and that nothing will be salvaged.

I should like to direct the attention of the authorities to the great necessity which exists for a European gunboat to protect not only the shipping but also the residents of these ports, especially Foochow; where the British trade alone amounts to millions of dollars annually. We are left entirely at the mercy of the Mandarins, who confess that they are quite unable to control the people. You have, of course, heard how the Mandarins, fearing a general disturbance, used all their influence to prevent Chiarini's Circus from visiting Foochow. They wrote officially to all the foreign consuls, stating that they would not be held responsible for anything which might happen in the event of the Circus coming, as they were quite helpless to control the mob. It was also reported that they offered to pay Chiarini's agent all the expenses he had incurred, on condition that the Circus should not come. I think the English Government might well spare us a gunboat to meet emergencies. They would be of far more use here than idly cruising about in the north.

FOOCHOW.

[FROM A CORRESPONDENT.]

Foochow, August 9th, 1882.

The steamship *Bellerophon*, which arrived here on the 6th inst., reports having seen the burning vessel *Faile Burrill*. She was then surrounded by native craft; no Europeans were visible.

The Danish steamer *Norden* came into port on the 6th inst. with her rudder carried away. She will probably have to discharge her cargo.

A Chinese gun-vessel was sent to the assistance of the German barque *Enicar Maria*, reported distressed in the vicinity of the Min Reef, and towed her into the anchorage.

THE steamship *Bendler* reports:—August 3rd at 7 a.m. blowing hard from S.E.; sighted a disabled vessel, lying about 2½ miles S.W. of the Island of Tynan, Yung Poo; proceeded towards her and found her to be the *Faile Burrill* of Yarmouth W.S., bound to Shanghai from New York with a cargo of kerosene & hoisted up signal "Will you leave" and was answered "Yes" manned the starboard life-boat and got her out with considerable risk, as the sea was running high at the time. The boat could not get alongside on account of the sea, so the people that left, nine in all, had to jump into the water and get picked up, two of whom were injured; one had a broken arm and the other a broken finger; the boat then returned to the ship; the chief officer in charge of her reported that the other would not leave, and that the captain wanted to make a bargain to tow his vessel into safety. The weather being very threatening and barometer low, and still falling, the ship being in great danger, sent the boat back again for her to try and persuade the remainder to leave, and if not successful, to endeavour to take the vessel in tow, not for the purpose of saving the vessel, but to save the lives of those on board; (towing to be settled by arbitration. Afterwards finding that the vessel's steering gear was carried away by the mizen-mast falling on it, would not tow her on any account, the *Bendler* being very light and not easily managed in a strong wind and high sea; recalled the boat. The chief officer reported that he had again pressed them to leave, and pointed out the dangerous position they were in and the threatening aspect of the weather, but they would not leave; whether through fear of having to jump into the water to get at our boat, or through hopes of saving the vessel could not tell; he also insisted on the captain's wife and the stewardess leaving the vessel, but they would not leave their husbands. The boat was then hoisted on board but not secured, in the hopes of their yet leaving. At noon steamed away half speed, and kept a good look-out in case they should put up a signal for us to return; when too far away to see signals for us to return. On arrival at Foochow reported the matter, and the Chinese gun-vessel *Hae-chin* was sent to their assistance. On her arrival there she found the ship burnt down to the water's edge, and learned from the natives on Tung Ying that the remainder of the crew had landed on the evening of the same day on which we wanted them to leave, and that on the following day four of them left the island in one of the boats for Foochow; and that the others were taken off by a passing steamer. The four men who left in the boat arrived here on the 6th instant. I believe the poor fellows have lost their all. Those rescued by the *Bendler* are still on board her.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Following is the thirty-fourth Report of the directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Friday next, at 3 p.m.

The directors have the honor to inform you that the balance sheet for the half-year ending 30th June 1882, has been prepared and is now being printed. The net profit for the period, including 86,694,670, has been forwarded from last account, after paying all charges, deducting interest paid and due, making provision for bad and doubtful accounts, and for the difference in exchange between the rate at which the dividend is declared, and the current rate of the day, amounting to 10,000,000, of which the directors have not yet yet the dividend to shareholders, there remains for appropriation 86,694,670.

From this sum, the directors recommend the payment of a dividend of five pounds ten shillings sterling per share, which will amount to 86,694,670.

The directors recommend placing 86,694,670 in reserve fund, which will stand at 86,694,670, and carrying forward the balance, viz. 86,694,670, to the credit of new profit and loss account.

The accounts have been audited by the Honorable Messrs. R. & J. M. Macdonald, and J. L. D. Macdonald, Chairman, Hongkong, 14th August, 1882.

SHANGHAI.

A sharp shock of an earthquake was experienced in the Settlement last Saturday afternoon, the 5th instant. People in the upper portions of houses noticed it most, those on the ground floor not being aware that there had been an earthquake till those in the upper stories informed them of it.

We hear that a French Opera Bouffe Company will appear in Shanghai about the end of August. The company, which is a very strong one, numbering 28, has been playing in Manila, Saigon, and other places in the East with great success. The repertoire consists of 22 pieces, and we are given to understand that there will be a change of performance every evening.

Sun Tien-jen, (Taichow) Liu, Haifong and Yang Tsing-fu (Colonel) left Amoy on the 27th, all in the gun-vessel *Chin Wei An*, to bound for Quemoy, there to await the arrival of His Excellency Tseng Yi Ying, expected in Amoy in one of the Arsenal boats from Foochow bound to Canton en route to take up his old post as Acting Governor General of Yunnan and Kwei Chow, which appointment was held by him when Mr. Margary was murdered there in 1875. On the following day the *Chin Wei An* returned to Amoy with Sun Tien-jen, (Taichow) Liu, Haifong and Yang Tsing-fu, (Colonel). The boats, all of which were decorated with flags and gave the usual salutes when the *Chin Wei An* was going into the harbour. We (*Gazette*) hear that His Excellency Tseng went from Foochow straight to Canton, and will not visit this port as was expected.

An accident which resulted fatally to two Chinese, and placed in jeopardy the life of one of the Shanghai Pilots, occurred on Friday afternoon. It appears that the *Daniel Webster*, pilot schooner, in charge of Mr. Muller, was on her way to the pilot station when she was overtaken by the Chinese Fort at Woosung the pilot observed the junk ashore, and with praiseworthy promptitude got the *Daniel Webster*'s boat into the water for the purpose of taking a line to the stranded junk, to endeavour to get her off. The boat was manned by Mr. Muller and two Chinese. On nearing the junk, the water being rough, the boat capsized, and the two Chinamen were drowned. Mr. Muller managed to scramble on to the keel of the boat, and was in this perilous position for nearly two hours. The pilot was eventually rescued by a boat which was lowered from the French mail steamer *Natal*.

There was a thin attendance at the Circus on Saturday evening, but the performance, which included two or three novelties, was quite up to M. Chiarini's standard of excellence. To-morrow there will be a change of programme; and to-morrow evening Mr. Lavater Lee will take his benefit. Mr. Lee, in addition to being a capital ringmaster, is one of the most accomplished horsemen ever seen in the East. It is announced that Mr. Sarony will join the Circus. This gentleman is a clever comedian, and should prove a powerful acquisition to Signor Chiarini's company. It was intended that the Circus should go on to Foochow, and a vessel had been specially chartered to convey the whole establishment to that port. Some of the authorities there, however, have advised Chiarini not to go to Foochow, as the appearance there of the Circus might provoke a breach of the peace. This seems to us most unaccountable, and we are sorry to say has entailed a considerable outlay of money. If a suitable site can be obtained, it is probable that the Circus will open for a short-time in Amoy, before reaching Hongkong.—*Courier*.

SHANGHAI SPORTING NOTES.

The platform at the rails of the Grand Stand is up, and so the evening is no far now of being scorched and dazzled by the sun. The Clerk of the Course deserves our best thanks for his promptitude in meeting our wishes.

This morning, from 5 to nearly 7 o'clock, was one of those beautiful Autumn mornings for which Shanghai is so famous, and which can hardly be exceeded in any part of the world; and those who were absent may "think themselves accused they were not with us."

Several additional members put in an appearance, and after the sun had driven the owners, trainers, jockeys, and stand-at-the-rails young-men, under shade, all in the absence of more interesting pursuits, adjourned to the coffee-room and there indulged in racing chaff, politics, banks and scandal. Wild *Ar* was loud in his praises of one of the jockeys, who, he said, only commenced to ride at the last meeting, having served his apprenticeship on the Shanghai Course since 1865. Success was due alone to Wild *Ar*, etc. I wonder how many other people in Shanghai claim the honour of the only jockey to ride? An invitation to weigh all round was accepted by those who make racing a sporting pastime. Those who think that there is something to be gained by keeping their weights "dark," did not respond to this invitation. Wild *Ar* weighed to stone 8lbs., Snip 11 stone 1lb., Mr. Seraph 9 stone 10lbs., Mr. Smooty to stone 6lbs., Lord Charles 26lbs. stripped.

Many owners continue to train on the back road, but I feel sure this will not be the case so soon as the training course is considered fit for general training. The present complaint is that it is decidedly lumpy and irregular, and only a few of the inexperienced trainers care to trust their old favourites on it.

Serious complaint is made by a member of the Race Club in regard to the unauthorized use of the Race Course at nights by the ponies belonging to the Musical Stable. I believe that unless this is checked by the Clerk of the Course, a serious difficulty will arise in some way or another.—*Courier*.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register).

Barometer—5 P.M.	98.5
Thermometer—5 P.M.	79.7
Thermometer—4 P.M.	80.0
Thermometer—3 P.M.	80.0
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Commercial.

THIS DAY.

Since Saturday, Banks have become much firmer in the market, there being buyers at the increased figure, although no transactions have taken place. Docks have changed hands at 52 for end of September, and 50 for end of month; the business done has been very slight. Shares are still on the market at 50 for cash. Hongkong Ice Company's shares are very firm at an increase of \$3 per share; no business has been put through, although there are offers to buy at the advanced rate. No other stocks require special comment.

4 o'clock p.m.

Since noon a few China Fires have been put through at quotation. A few Hongkong Fires have changed hands at \$1020, being an increase of \$10 per share; the stock is fairly firm at that figure. No other transactions have come under our notice.

SHARES.

Hongkong and Shanghai Bank—131 per cent premium, buyers.
Union Insurance Society of Canton—\$1,625 per share, buyers.
China Traders' Insurance Company—\$1,575 per share, ex div.
North China Insurance—Tls. 1,225 per share, ex div.
Canton Insurance Company, Limited—\$80 per share.
Yangtze Insurance Association—Tls. 870 per share.
Chinese Insurance Company—\$240 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1020 per share, buyers.
China Fire Insurance Company—\$315 per share.
Hongkong and Whampoa Dock Company—50 per cent, premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$27 per share premium, ex div.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$105 per share, ex div, sales.
Indo-China Steam Navigation Company, Limited—3 per cent premium.
China Sugar Refining Company, Limited—\$100 per share, sellers.
China Sugar Refining Company (Debentures)—3 per cent premium.
Luzon Sugar Refining Company, Limited—\$130 per share.
Hongkong Ice Company—\$138 per share, buyers.
Hongkong and China Bakery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1878—1 per cent, prem. ex int.
Chinese Imperial Loan of 1881—2 per cent, prem.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/9
Bank Bills, at 30 days' sight 3/9 1/2
Bank Bills, at 4 months' sight 3/9 1/2
Credits, at 4 months' sight 3/9 1/2
Documentary Bills, at 4 months' sight 3/9 1/2

ON PARIS.—
Bank Bills, on demand 4/70
Credits, at 4 months' sight 4/82
ON BOMBAY.—Bank, T.T. 224 1/2
ON CALCUTTA.—Bank, T.T. 224 1/2
ON SHANGHAI.—
Bank, sight 72 1/2
Private, 30 days' sight 73 1/2

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul, \$620
(Allowance, Taels 56.)
OLD MALWA per picul, \$680
(Allowance, Taels 56.)
New Patna (first choice) per chest, \$600
New Patna (bottom) per chest, \$605
Old Patna (bottom) per chest, \$575
NEW BENARES (without choice) per chest, \$570
NEW BENARES (bottom) per chest, \$572 1/2
PERSIAN per picul, \$410

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer	Thermometer	Direction of Wind	Force	State of Sky	Quantity of Rain
29.60	80.0	W	1	B	0.0
29.60	80.0	W	1	B	0.0
29.60	80.0	W	1	B	0.0
29.60	80.0	W	1	B	0.0
29.60	80.0	W	1	B	0.0
29.60	80.0	W	1	B	0.0
29.60	80.0	W	1	B	0.0
29.60	80.0	W	1	B	0.0
29.60	80.0	W	1	B	0.0
29.60	80.0	W	1	B	0.0

Barometer, level of the sea in inches, tenths and hundredths.—Thermometer, in Fahrenheit degrees and tenths kept in the open air in a shaded situation.—Direction of Wind, in registered every two points, N., N.E., E., S.E., S., S.W., W., N.W., N., etc.—Force of Wind, in miles, 1 to 3 light breeze, 4 to 6 moderate breeze, 7 to 9 strong breeze, 10 to 12 heavy, 13 to 18 violent.—State of Sky, B, Clear blue sky, C, Cloudy, D, Drizzle, F, Fog, G, Foggy, H, Hail, L, Lightning, M, Misty, O, Overcast, P, Partly shower, Q, Squally, R, Rainy, S, Snow, T, Thunder, U, B, Drizzle, V, Visibility, W, Storm, Z, Calm. The asterisk is repeated to indicate any further note on the mean average of the day's observations. Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24 in a quantity of water fallen indicated in inches, tenths and hundredths.

Shipping.

ARRIVALS.

August 12, ANDREA, German bark, 424, F. Hoyer, Newchwang 29th July, Beans.—Siemssen & Co.
August 12, NINA, German steamer, 669, Wolfel, Mantong 8th August, Salt.—Ed. Schellhass & Co.
August 12, NINGPO, British str., 761, R. Cass, Shanghai 9th August, General.—Siemssen & Co.
August 12, SWATARA, American corvette, Commander P. H. Cooper, Kobe 6th August.
August 12, KRASNAJA, French corvette, Captain de Beaumont, Saigon 6th August.
August 13, YUNG-POA, Chinese gunboat, from Canton.
August 13, MINNA, German bark, 457, T. Daw, Whampoa 11th August, General.—Siemssen & Co.
August 13, GLENURY, British 3-m. schooner, 282, D. Thomson, Whampoa 11th August, General.—Wider & Co.
August 13, NAM-VIAN, French steamer, 435, A. Carreau, Haiphong 10th August, and Hoilow 12th, General.—Shing Loong.
August 13, ERI KONG, Ger. bark, 456, Nausch, Chefoo 4th August, General.—Siemssen & Co.
August 13, FAUGH BALAUGH, German schooner, 278, O. Dite, Chefoo 3rd August, General.—Carlowitz & Co.
August 13, FRANCES & AMANDA, German bark, 369, H. Horgward, Kampit 1st August, General.—Wider & Co.
August 13, BUA CAAO, Siamese bark, 338, C. Lange, Bangkok 1st August, General.—Yuen Fat Hong.
August 13, KWANGTUNG, British steamer, 674, M. Young, Foochow 9th August, Amoy 11th, and Swatow 12th, General.—D. Lapraik & Co.
August 13, DEUCALION, British steamer, 1,639, T. Parly, Singapore 7th August, General.—Butterfield & Swire.
August 13, NIGATA MARU, Japanese str., 1,096, J. Wynn, Kobe 6th August, and Nagasaki 8th, General.—Mitsui Bishi M. S. S. Co.
August 13, FOKKANG, British steamer, 990, L. T. Davies, Canton 12th August, General.—Jardine, Matheson & Co.
August 13, BAUMWALL, Dutch steamer, 1,200, T. C. Benahr, Odessa 7th July, General.—Siemssen & Co.
August 14, BELLEPHON, British steamer, 1,396, Freeman, Shanghai 5th August, and Foochow 12th August, Tea.—Butterfield & Swire.
August 14, LEE-YUEN, Chinese steamer, 734, Lant, Chefoo 5th August, General.—C. M. S. N. Co.
August 14, ORESTES, British steamer, 1,323, W. Foster, London 30th June, and Singapore 8th August, General.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.
H. W. German steamer, for Canton.
Fookang, British steamer, for Shanghai.
Lucy A. Nickels, Amer. ship, for San Francisco.
Yip H. H. Siamese bark, for Swatow.
Bellevue, British steamer, for Swatow, &c.
Hellerophon, British steamer, for Singapore.
Spartan, American schooner, for Hoilow, &c.
Raccoon, British bark, for Tientsin.

DEPARTURES.
August 13, ATALANTA, German str., for Saigon.
August 13, CHINA, German str., for Swatow.
August 13, ALVING, German steamer, for Chefoo.
August 13, MINERVA, Ger. str., for Whampoa.
August 13, HIMALAYA, British str., for Hoilow.
August 13, GREYHOUND, British str., for Hoilow.
August 13, NINGPO, Chinese steamer, for Canton.
August 13, MUI-FOO, Chinese str., for Shanghai.
August 14, CHIO-CHONG, Chinese gunboat, for a cruise.
August 14, PEKING, British str., for Shanghai.
August 14, FOKKANG, British str., for Shanghai.
August 14, FENGUNG, British str., for Swatow and Bangkok.
August 14, AKRATON ARCAR, British str., for Singapore and Calcutta.

PASSENGERS-ARRIVED.
Per Anna, str., from Mantong.—6 Chinese.
Per Nam-chen, str., from Haiphong, &c.—Mr. Constantin and 65 Chinese.
Per Ningpo, str., from Shanghai.—Mr. Madson, 3 Europeans, deck, and 46 Chinese.
Per Kwangtung, str., from Foochow, &c.—Messrs. Anderson, Chamberlain, and Velouch, and 206 Chinese.
Per Deucalion, str., from Singapore.—400 Chinese.
Per Baumwall, str., from Odessa.—27 Chinese.
Per Hellerophon, str., from Shanghai, &c.—Mrs. and Miss O'Neill, Mr. W. L. Hunter, and 130 Chinese.
Per Orestes, str., from Singapore, &c.—Mr. Henriques Protes (Consul of Portugal), and 130 Chinese.

DEPARTED.
Per Atalanta, str., for Saigon.—Go Chinese.
Per Mui-fo, str., for Shanghai.—12 Europeans and 95 Chinese.
Per Himalaya, str., for Hoilow.—20 Chinese.
Per Greyhound, str., for Hoilow.—20 Chinese.
Per Peking, str., for Shanghai.—20 Chinese.
Per China, str., for Swatow.—200 Chinese.

REPORTS.

The British steamship *Deucalion* reports left Singapore on the 7th instant. Had fine weather during the passage.
The British steamship *Hellerophon* reports left Shanghai on the 5th instant, and Foochow on the 12th. Had fine weather.
The American corvette *Swatara* reports left Kobe on the 6th instant. Had strong N. Easterly wind with rough sea all the passage.
The Japanese steamship *Nigata Maru* reports left Kobe on the 6th instant, and Nagasaki on the 8th. Had fine weather throughout.
The British steamship *Ningpo* reports left Shanghai on the 9th instant. Had fresh E. and N.E. breeze throughout, with heavy Easterly swell from Shanghai to Turnabout.

The British steamship *Orestes* reports left London on the 30th June, and Singapore on the 8th instant. Had fresh S. Westerly winds in China Sea. The last 24 hours cloudy, squally weather with thunder and lightning, and heavy rain.
The Chinese steamship *Lee-yuen* reports left Chefoo on the 5th instant. Had fine weather and light variable breeze to Hieshan Islands on the 8th, when a strong N.E. gale set in. On the 9th had a tremendous sea on which lasted till the 12th at noon. Took shelter in the Haitian Straits. The steamship *Agamemnon* with steamer in tow also at anchor. The steamship *Hongkong* lost crew and passengers all on board the steamship *Agamemnon*. Proceeded on the 12th; thence to port had fine weather with moderate wind and calm.

The British steamship *Kwangtung* reports left Foochow on the 6th instant. Had moderate N.E. gale, squally weather and rain, with weather threatening to be worse. Anchored in the river on the 10th, and proceeded on at daylight; thence to Amoy had moderate N.E. wind and fine weather. From Amoy to Swatow had fresh N.E. wind and fine weather. From Swatow to port had light Northerly winds and fine weather. In Foochow the steamships *Killarney*, *Beaulieu*, and *Norddeutscher Lloyd*. In Swatow the steamships *Swatow*, *Carlo*, *Europe*, *Thales*, and Chinese revenue cruiser *Fai-hoo*.

SHIPPING IN HONGKONG.

STEAMERS.

August 10, ELEAN, British steamer, 749, T. Thomas, Saigon 5th August, General.—Arnhold, Karberg & Co.
August 8, ALTONOVICK, British steamer, 2,476, J. Murray, San Francisco 8th July, Ballast.—Russell & Co.
August 5, ANTON, German steamer, 395, F. W. Schrader, Swatow 3rd August, Ballast.—Wider & Co.
July 14, CHINKANG, British steamer, 799, S. M. Orr, Canton 13th July, General.—Siemssen & Co.
June 29, CLIFTON, British steamer, 1,717, H. F. Holt, Newcastle 6th June, Coals.—Borneo Co., Limited.
September 28, CONQUEST, British steamer, 315, Jardine, Matheson & Co.
August 10, ESERALDA, British steamer, 395, R. Talbot, Manila 7th August, General.—Russell & Co.
Fame, British steamer, 117, Stapani (tug plying) Hongkong and Whampoa Dock Co.
August 10, GEELONG, British steamer, 1,139, W. J. Webber, Bombay 23rd July, General.—P. & O. S. N. Co.
August 5, GLENELG, British steamer, 894, S. Nicholson, Portland (Oregon), June 29th, Timber.—Gillman & Co.
August 9, HAINAN, British str., 284, J. Mooney, Tientsin 5th August, General.—Moong & Co.
August 6, HAN, British str., 715, Topp, Nagasaki 28th July, Rice.—Captain.
August 6, HOUBOON, British steamer, 806, Thies, Shaw, Saigon 1st August, Rice.—Butterfield & Swire.
April 14, HONGKONG, British steamer, 67, Kwok Achong & Sons.
August 4, JAPAN, British steamer, 1,865, T. S. Gardner, Calcutta 19th July, Penang 27th, and Singapore 29th, 2,052 chests Opium, 555 bales Cotton, 204 bales Gunnies, 7,410 packages Sundries.—D. Sassoon, Sons & Co.
August 3, LENOX, British steamer, 1,327, Scott, Calcutta 19th July, Sand Heads 20th, Penang 26th, and Singapore 29th, General.—Jardine, Matheson & Co.
August 2, OLYMPIA, German steamer, 788, Wagner, Saigon 28th July, Rice.—Siemssen & Co.
July 25, PALADIN, British steamer, 806, Aubin, Saigon 21st July, General.—Arnhold, Karberg & Co.
July 10, PASIG, Spanish steamer, 284, F. Uribe, Manila 7th July, Ballast.—Remedios & Co.
August 10, RAJANATHANUARI, British steamer, 793, W. T. Hunter, Bangkok 2nd August, and Hoilow 9th, Rice and General.—Yuen Fat Hong.
August 9, REMUS, British steamer, 652, W. Watt, Saigon 5th August, Rice.—Dunn & Melby.
Nov. 24, SEA GULL, American steamer, 48, Hayden.—China Traders' Insurance Co.
July 29, WELLE, German steamer, 393, Massmann, Haiphong, and Hoilow 28th July, General.—Meyer & Co.
June 23, YOTTUNG, British steamer, 286, H. Kennett, Qiongai 19th June, General.—Kwok Achong & Sons.

SAILING VESSELS.

May 20, ALVA, Portuguese ship, 632, E. de Souza, Singapore 24th April, General.—Brandao & Co.
August 10, ANNA, German bark, 447, N. Jessen, Newchwang 16th July, Beans.—Wider & Co.
July 31, BEATRICE, British schooner, 66, Williams, Yap 11th July, General.—Captain.
July 13, CATHERINE MARDEN, British 3-m. sch., 287, Marlen, Newchwang 5th June, Beans and General.—Wider & Co.
July 20, COMET, German ship, 1,063, D. Siegener, Cardiff 15th April, Coal.—Melchers & Co.
August 2, ELLA S. THAYER, Amer. ship, 1,098, D. O. Davis, Cardiff 15th March, Coals.—Order.
June 23, EMILEM, British ship, 1,152, W. Roberts, Cardiff 23rd February, Coal.—Russell & Co.
July 12, HANSA, German bark, 499, Dencker, Hamburg 26th February, General.—Arnhold, Karberg & Co.
July 29, HEBER, German 3-m. sch., 358, Ploetz, Hoilow 14th July, Sapanwood.—Siemssen & Co.
July 28, INDIA, German bark, 938, F. Regener, Cardiff 12th April, Coals.—Melchers & Co.
August 7, INVINCIBLE, American ship, 1,400, Shukland, Cardiff 2nd April, Coal.—Order.
August 10, LIVINGSTON, German bark, 531, H. Siemssen, Newchwang 15th July, Beans and General.—Siemssen & Co.
July 17, LUCKY, Siamese bark, 424, E. Sequencia, Bangkok 27th June, General.—Chinese.
June 26, LUCY A. NICKELS, Amer. ship, 1,370, D. Nickels, New York 23rd February, Kerosine Oil.—Russell & Co.
July 27, MABEL, American bark, 783, Snow, New York 6th March, Oil.—Russell & Co.
July 26, MACENTA, British brigantine, 327, H. Coalyent, Fremantle, W.A., 25th June, Sapanwood.—Jardine, Matheson & Co.
August 10, MAHE, German bark, 430, G. Thomaschewsky, Chefoo 21st July, General.—Melchers & Co.
July 28, MELBARK, British bark, 867, H. Lightbody, London 14th April, General.—Russell & Co.
August 11, MINERVA, German brig, 319, P. Duhme, Newchwang 21st July, Beans.—Melchers & Co.
June 25, NEHEMIAH GRIDON, American bark, 741, F. C. Bailey, Batavia 9th June, Ballast.—Russell & Co.
July 16, PAUL JONES, American ship, 1,258, E. A. Gerrish, New York 23rd March, General.—Russell & Co.
June 7, PAUL, German bark, 744, Klefth, Hamburg 16th December, General.—Carlowitz & Co.
July 17, P. J. CARLETON, American bark, 986, J. A. Ansbury, Cardiff 2nd February, Coal.—Order.
August 9, PRIMA DONNA, American ship, 1,450, Hatch, Manila 19th June, Sugar and Hemp.—Captain.
August 10, RAVEN, British bark, 343, Whiting, Whampoa 8th August, General.—Eduard Schellhass & Co.
Feb. 2, R. T. CLAYTON, American bark, 240, Thomas Davies, Lagunimay 23rd Dec., and Santa Cruz 24th January, Lumber.—Order.
August 11, SAN FRANCISCO, German bark 251, Ah. Oltmanns, Newchwang 24th July, Beans.—Siemssen & Co.
July 31, SCHWAN, German bg, 276, T. Schroder, Chefoo 11th July, Beans.—Siemssen & Co.
August 10, SEA WITCH, American ship, 1,288, John H. Drew, Hoilow 24th July, General.—Russell & Co.
July 15, S. B. BEARER, American bark, 607, A. D. Barnard, Newcastle 5th May, Coal.—Ed. Schellhass & Co.
April 23, SPARTAN, American schooner, 85, C. W. H. Ray.

HONGKONG—SAILING VESSELS.

(Continued.)

August 1, ST. IDEUC, French bark, 388, J. Durand, Quilichon 22nd July, General.—Carlowitz & Co.
August 3, SURPRISE, American ship, 499, C. B. Ayer, Newcastle, N.S.W., Coals.—Arnhold, Karberg & Co.
July 18, TAY-WATT, Siamese bark, 656, Schmidt, Bangkok 2nd July, Rice.—Chinese.
June 15, WALLS CASTLE, British bark, 625, H. A. Brown, Manila 6th June, Timber.—Captain.

WHAMPOA.

July 15, CHRISTIAN, German schooner, 250, C. Kossow, Newchwang 10th June, Beans.—Wider & Co.

RIVER STEAMERS.

Ichagg, British steamer, 700, Ogston.—Butterfield & Swire.
Kiu-Kiang, British steamer, 617, T. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Kiung-chow, British steamer, 159, Goggin.—Kwok Achong & Sons.
Powan, British steamer, 1890, A. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Spark, British steamer, 140, Hayland.—Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 280, Cary.—Hongkong, Canton, and Macao Steamboat Co.
Yot-sai, British steamer, 180, McDougall.—Kwok Achong & Sons.

AMOF.

In Port on 11th August, 1882.

Anna, German bark, 415 (Davidson)—H. A. Petersen & Co.
Assens, Danish bark, 255 (Vandell)—H. A. Petersen & Co.
Aurora, British bark, (R. Milne)—Chinese.
Charon Wattana, Siamese ship, 555 (Ulrich)—Chinese.
Hilda Maria, German bark, 170 (Tennis)—Pase-dag & Co.
H. Bremer, German bark, 332 (Bremer)—Pase-dag & Co.
Inguberg, German bark, 586 (Ipland)—Russell & Co.
Ito, German bark, 344 (Holisen)—H. A. Petersen & Co.
Kjoberholm, Danish bark, 353 (Magleby)—H. A. Petersen & Co.
Malvina, German bark, 480 (Kluger)—Pase-dag & Co.
Mozart, German bark, 234 (Storm)—Pase-dag & Co.
Siam, Siamese bark, 294 (A. Thomson)—Chinese.
Velov, Dutch bark, 240 (Wilken)—H. A. Petersen & Co.
Wagrien, German schooner, 179 (A. Debbert)—H. A. Petersen & Co.

FOOCHOW.

In Port on 9th August, 1882.

Alexa, British bark, 425 (Robb)—Bathgate & Co.
Aline, Siamese bark, 347 (Bruhn)—Arsenal.
Almatia, American schooner, 387 (Lapham)—K. Hong Take & Co.
Gilead, Norwegian bark, 433 (Holler)—Gillman & Co.
Kaisow, British bark, 795 (Gadd)—Adamson, Bell & Co.

SHANGHAI.

In Port on 8th July, 1882.

Alice Muir, British bark, 480 (Henry)—Forrest & Co.
Alex. Newton, British bark, 308 (Newton)—G. G. Hopkins.
Argos, British brig, 230 (Johnson)—Nils Moller.
Clara, German bark, 419 (Linbig)—Melchers & Co.
Corea, British bark, 581 (Law)—E. D. Sassoon & Co.
Crimea, British bark, 478 (Smith)—C. T. Wong & Co.
E. von Beaulieu, German bark, 330 (Otting)—Ed. Schellhass & Co.
Fanteig, British bark, 696 (Ileu)—Captain.
Havelock, British bark, 1,078 (Jones)—Chapman, King & Co.
Herbert Black, American bark, 573 (Treat)—Order.
Hermann, German bark, 923 (Osbermann)—Melchers & Co.
Hilda, British bark, 306 (Hemmingsen)—Nils Moller.
Kaiser, German ship, 1,240 (Mineman)—C. & J. Trading Co.
Louis, German bark, 245 (Schierloh)—Eduard Schellhass & Co.
Louise Eugene, German bark (Guernon)—Carlowitz & Co.
Malleville, American ship, 994, (Harlow)—Russell & Co.
Obed Baxter, American ship, 916 (Baxter)—C. & J. Trading Co.
Orient, German bark, 460 (Roder)—Ed. Schellhass & Co.
Oscar Vidal, British bark, (209)—Nils Moller.
Pala, British bark, 400 (Krusse)—Nils Moller.
Southern Cross, American ship, 1,129 (Bailey)—Order.
Tetuan, British bark, 437 (Hyne)—J. J. Buchheister.
Trait of Union, French bark, 355 (Renou)—Schonhard & Co.

NAGASAKI.

In Port on 8th August, 1882.

Anglo Indian, British bark, 444 (Graham)—Holme, Ringer & Co.
Benedicta, German schooner, 247 (Jensen)—Hunt & Co.
Dorothy, British bark, 310 (Croal)—Holme, Ringer & Co.
Evangeline, British bark, 345 (Bell)—Holme, Ringer & Co.
Hercules, American ship, 1,279 (Atwood)—C. & J. Trading Co.
Herman, German brig, 210 (Lembke)—Holme, Ringer & Co.
Pearl, American bark, 516 (Howes)—Holme, Ringer & Co.

YOKOHAMA.

In Port on 30th July, 1882.

Clarissa B. Carver, American ship, 1,144 (J. B. Nicholls)—Frazier & Co.
Daniel Barnes, American ship, 1,848 (J. G. Stoves)—C. & J. Trading Co.
Else, German brig, 287 (Holm)—P. Bohm.
Lee-yin, British ship, 219 (W. J. Cargill)—M. B. Russell & Co.
Mary L. Stone, American ship, 1,458 (Field)—C. & J. Trading Co.
Northern Child, British bark, 803 (Kilham)—Ellies & Co.
Oswald, German bark, 445 (Boysen)—P. Bohm.
Queen Emma, British bark, 355 (Dow)—Walsh, Hall & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Nagasaki.
Cleopatra, corvette, 14 guns, Captain C. J. Vidal, Yokohama.
Comus, corvette, 14 guns, Captain J. W. East, en route to Hongkong.
Curacoa, corvette, 14 guns, Captain S. Long, Nagasaki.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Nagasaki.
Encounter, steam corvette, 14 guns, Captain G. Robinson, Nagasaki.
Esq, double-screw gunboat, 3 guns, In reserve, Hongkong.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskey, Nagasaki.
Fly, double-screw gun-vessel, 4 guns, Lieut. Commander, Borneo.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Hongkong.
Iron Duke, double-screw iron frigate, 14 guns, Captain R. E. Tracey, Nagasaki.
Kestrel, double-screw gun-vessel, 4 guns, Commander W. M. Lang, Nagasaki.
Lily, screw gun-vessel, 3 guns, Commander W. M. Carey, Singapore.
Maggie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Corea.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Coe, Shanghai.
Mosquito, gunboat, 4 guns, Lieutenant Honorable F. R. Sandilands, Borneo.
Pegasus, sloop, 6 guns, Commander E. F. Day, Singapore.
Shieldrake, gunboat, 4 guns, Lieut.-Commander M. Bridger, Chinkiang.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Corea.
Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
Victor Emanuel, receiving ship, 20 guns, Commodore Cumming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Yokohama.
Wivern, turret-ship, 4 guns, In reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Yokohama.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Albrecht, Russian gunboat, 7 guns, Captain Schanz, Japan.
Adonis, French gunboat, 5 guns, Commander Caillaud, Saigon.
Alert, American corvette, 4 guns, Commander L. Kempf, Kobe.
AFRICA, Russian corvette, 14 guns, Captain Alexeyev, Yokohama.
Ashuelot, American corvette, 6 guns, Commander H. E. Mullen, Yokohama.
DONA MARIA DE MOLINA, Spanish frigate, Captain Thomas Olleros, Manila.
DUKE OF EDINBURGH, Russian frigate, Captain de Giers, Yokohama.
Ernak, Russian transport, Captain Koltchak, Japan.
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostock.
Ilis, German gunboat, 8 guns, Commander Klaus, Chefoo.
Keraint, French corvette, Commander Ger-vaise, Hongkong.
La Victorieuse, French frigate, 13 guns, Captain de la Batie, Yokohama.
Legasi, Spanish transport, Don Mariano Tor, res, Hongkong.
Lutin, French gunboat, 4 guns, Commander Rouvier, en route to Shanghai.
Monocacy, American gunboat, 9 guns, Commander C. S. Cotton, Chefoo.
Morpe, Russian gunboat, 7 guns, Commander Tatarinoff, Japan.
Moscow, Russian transport, 6 guns, Captain Tchirikoff, Vladivostock.
Nepa, Russian gunboat, 7 guns, Commander Valondet, Japan.
Pala, American gunboat, 6 guns, Lieutenant-Commander Green, Kobe.
PLASTON, Russian corvette, Captain Poliansky, Nagasaki.
Richmond, American frigate, 12 guns, Captain Skerratt, Yokohama.
Sobol, Russian gunboat, 7 gunboat, Commander Boyle, Vladivostock.
St. Petersburg, Russian transport, 6 guns, Captain Sidenere, Vladivostock.
Siolsch, German corvette, 19 guns, Captain von Blanc, Tientsin.
Tamega, Portuguese gunboat, Commander Costa Cabral, Macao.
Tongous, Russian gunboat, Commander Heck, Singapore.
VELASCO, Spanish gunboat, Don Pedro Osa, Hongkong.
VESHNIK, Russian cruiser, Commander Avelan, Vladivostock.
VILLARS, French corvette, Captain M. Dewarte, Nagasaki.
Vostok, Russian gunboat, 4 guns, Commander Molchonsky, Japan.
Wolf, German gunboat, 4 guns, Commander Strauch, Japan.

MARKETS.

REPORTED BY CHINESE FIRMS AND CORRECTED TO DATE.

American Drills, 30 yards, per picul \$2.95 to 3.10
American Drills, 15 lbs, per picul \$3.50 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs. \$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs. \$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs. \$118.00 to 124.00
Cotton Yarn, Bombay \$79.50 to 82.00
China, per picul \$1.70 to 1.75
Dyed Broadcloth Shirtings, per piece \$1.50 to 3.70
Dyed Damask Shirtings, per piece \$1.50 to 5.65
English Drills, 30 yards, per piece \$2.25 to 2.95
English Drills, 15 lbs, per piece \$2.45 to 2.90
Grey Shirtings, 8 lbs, per piece \$1.55 to 1.85
Grey Shirtings, 8 lbs, per piece \$1.77 to 1.85
Grey Shirtings, 10 lbs, per piece \$1.95 to 2.25
Grey T-Cloths, 24 yds. & 30 in. (lbs), per piece \$1.20 to 1.25
Grey T-Cloths, 24 yds. & 32 in. (lbs), per piece \$1.35 to 1.70
Grey T-Cloths, 24 yds. 36 in. 8 lbs. X0 per piece \$1.80 to 1.85
Grey T-Cloths, 24 yds. 36 in. 8 lbs. QL per piece \$2.10 to 2.15
Grey T-Cloths, 24 yds. 36 in. 8 lbs. XX per piece \$2.45 to 2.50
Handkerchiefs, Blue per dozen \$0.60 to 0.65
Handkerchiefs, Brown per dozen \$0.65 to 0.65
Handkerchiefs, Red per dozen \$0.65 to 0.65
Turkey Red Shirtings, 31b, per piece \$